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Hongkong Daily Press.

ESTABLISHED 1857.

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OLD TOM
AND
DRY GIN
PER DOZEN \$8.00
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H. PRICE & CO.,
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No. 15,892 號式十玖百捌千壹萬第 日陸十式月捌年十二緒光 HONGKONG, SATURDAY, SEPTEMBER 27TH, 1902 陸拜禮 號柒十式月玖年式零百九仟壹英港香 PRICE, \$-1 PER MONTH

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FOR THE BATH, TOILET, NURSERY
AND HOUSEHOLD.

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FAMOUS
KILMARNOCK WHISKY.

This World-renowned
Fine Old Highland Whisky,
Sole Shippers—**CUTLER, PALMER & CO.,**
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TIME TABLE.

WEEK DAYS.

7.30 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.00 a.m. Every 10 minutes.

9.00 a.m. to 9.30 a.m. Every 15 minutes.

9.30 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 11.30 a.m. Every 15 minutes.

11.30 a.m. to 12.00 p.m. Every 10 minutes.

12.00 p.m. to 12.30 p.m. Every 15 minutes.

12.30 p.m. to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 1.30 p.m. Every 15 minutes.

1.30 p.m. to 2.00 p.m. Every 10 minutes.

2.00 p.m. to 2.30 p.m. Every 15 minutes.

2.30 p.m. to 3.00 p.m. Every 10 minutes.

3.00 p.m. to 3.30 p.m. Every 15 minutes.

3.30 p.m. to 4.00 p.m. Every 10 minutes.

4.00 p.m. to 4.30 p.m. Every 15 minutes.

4.30 p.m. to 5.00 p.m. Every 10 minutes.

5.00 p.m. to 5.30 p.m. Every 15 minutes.

5.30 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 6.30 p.m. Every 15 minutes.

6.30 p.m. to 7.00 p.m. Every 10 minutes.

7.00 p.m. to 7.30 p.m. Every 15 minutes.

7.30 p.m. to 8.00 p.m. Every 10 minutes.

8.00 p.m. to 8.30 p.m. Every 15 minutes.

8.30 p.m. to 9.00 p.m. Every 10 minutes.

9.00 p.m. to 9.30 p.m. Every 15 minutes.

9.30 p.m. to 10.00 p.m. Every 10 minutes.

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TENNIS BALLS.

ENGLISH, AMERICAN, AND FRENCH BOOTS AND SHOES.

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CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,
\$23.75 PER DOZ.
Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

IMPERIAL BRANDY
\$12 PER CASE.

**THE ELITE OF WHISKY—
THE "PALL MALL,"**
\$21 PER DOZ.

11 Years old; the finest quality shipped.
Each bottle bears an Analyst's certificate.

**C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,**
\$11.25 PER DOZ.
Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS THEY ARE UNEQUALLED AT THE PRICE

AGENTS—**SIEMSEN & CO., HONGKONG.**

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THE POPULAR

JAPANESE LAGER BEER

PER CASE 3 DOZEN PINTS \$15.00

4 DOZEN QUARTS \$12.50

SOLE AGENT—

G. GIRAULT,

COTTAM & CO.
FOR
STRAW BOATING HATS, PANAMA,
FELT TERA. [a37]

SMITH PREMIER TYPEWRITERS.

WORLD RENOWNED AND LEADING EVERYWHERE.

WITH REQUISITES IN STOCK.

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SOLE AGENTS FOR SOUTH CHINA.

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LISTER'S FUMIGATORS, NEWTON'S RAT CHEESE,

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CARBOLACENE, &c., &c.

APOTHECARIES' HALL, HONGKONG.

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EASTMAN'S KODAKS, FILMS AND ACCESSORIES,

DEVELOPING AND PRINTING UNDERTAKEN.

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THE AQUARIUS COMPANY'S TABLE WATERS ARE ALL

MADE FROM PURE TREBLE DISTILLED WATER AND ARE

SUPERIOR TO ANY WATERS MANUFACTURED IN THE

FAR EAST.

ABSOLUTE PURITY CAN ONLY BE OBTAINED BY

DISTILLATION.

CALDBECK, MACGREGOR & CO.,

Hongkong, 8th September, 1902.

SOLE AGENTS.

TIENTSIN CLUB, TIENTSIN.

NEW CLUB BUILDING.

THE Tientsin Club Building Committee

are desirous of receiving PLANS,

DESIGNS, ESTIMATES and SPECI-

FICATIONS for the erection of the New

Tientsin Club Building.

A premium of Tael 1,000 will be paid by the

Committee for the plans, &c., accepted as most

suitable.

Full particulars regarding site and proposed

buildings may be had on application to the

Building Committee, care of Tientsin Club.

Complete plans, &c., must reach the Building

Committee on or before 30th November next.

The Building Committee do not bind them-

selves to accept any of the plans, &c., submitted.

Unaccepted plans, &c., will be returned

immediately.

Tientsin, 29th July, 1902.

HONGKONG CLUB.

NOTICE.

THE SECOND DRAWING OF SIXTY-

FIVE DEBENTURES OF \$100 each

in the Hongkong Club, numbered as under:—

25 47 813 1217 1547

66 481 845 1242 1812

201 480 884 1275 1813

221 490 891 1339 1703

228 535 891 1342 1781

244 536 914 1347 1798

264 540 933 1371 1811

328 558 939 1382 1824

347 569 971 1383 1828

351 671 981 1425 1845

382 710 994 1472 1870

414 732 1072 1487 1914

419 908 1100 1546 1970

Have this day been Drawn for redemption, and

will be payable at the HONGKONG AND

SHANGHAI BANKING CORPORATION on the

30th day of SEPTEMBER, 1902, in exchange

for surrender of same.

C. H. GRACE,
Secretary.

Hongkong, 19th September, 1902.

NOTICE.

**HONGKONG GENERAL CHAMBER
OF COMMERCE.**

A SPECIAL GENERAL MEETING OF

the MEMBERS will be held on FRI-

DAY, 3rd OCTOBER, 1902, at 12 o'clock noon,

in the CHAMBER BOOM, CITY HALL, to

nominate a Member of the Chamber to take the

place in the Legislative Council of the Hon.

R. Shawan, whose term of Office expired on

the 24th instant.

By Order,

A. R. LOWE,
Secretary.

Hongkong, 26th September, 1902.

INSURANCE
HAVE YOU A PENSION

To look forward to?

If not write at once and obtain a copy of the

STANDARD LIFE ASSURANCE

CO.'s "PERFECT PENSION" SCHEME.

Better than the Savings Bank.

For Full Particulars of the Scheme, apply to

DODWELL & CO., LD.,
Agents.

Hongkong, 12th February, 1900. (4-41797)

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HONGKONG HOTEL

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and

Smoking Rooms.

Dining Accommodation for 250 persons

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from

Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by

Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor

CHARON MODERATE.

[a49]

THE

PEAK HOTEL.

Admirably Situated. Sheltered from the

North-East Monsoon and Open to the South-

West Monsoon.

A COVERED GANGWAY LEADS

FROM THE TRAMWAY TERMINUS

INTO THE HOTEL.

Telephone No. 23.

Town Office: 7, DUNDRELL STREET.

[a56]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, THE FRANK, near the

Tram Terminus.

Tel. 56.

For Terms, apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[a52]

THE CONNAUGHT HOTEL

A FIRST CLASS HOTEL of 45 Bed-

rooms, elegantly furnished.

The Hotel is situated near all the Banks and

Principal Offices in the Colony.

Special Attention paid to the Comfort of

Guests.

Cuisine excellent; under Experienced Man-

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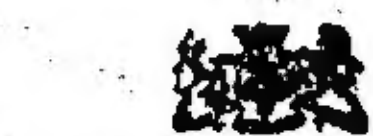
Terms Moderate.

For Terms, apply to the

MANAGER.

Hongkong, 23rd May, 1902.

INTIMATION



ESTABLISHED A.D. 1841.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

SCOTCH
WHISKY.
WATSON'S
CELEBRATED

E BLEND

VERY OLD LIQUEUR SCOTCH
WHISKY.Pronounced by Co noisseurs to be the
BEST BLEND in the FAR EAST.

Per Dozen ... \$15.00

The following are also recommended, and
are unsurpassed in quality:—

A.—THORNE'S BLEND ... \$10.80

B.—GLENORCHY, MELLOW
BLEND, a fine 'SODA'
WHISKY of great age ... 10.80

C.—ABERLOUGH-GLENLIVET 12.00

D.—H.K.D. BLEND of the Finest
Old Malt Scotch Whiskies 14.40A. S. WATSON & CO.
LIMITED,

THE HONGKONG DISPENSARY.

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should be addressed to THE EDITOR.
Correspondents must forward their names and ad-
dress with communications addressed to the Editor
for publication, but no evidence of good faith.
All letters for publication should be written on
a single side of the paper only.

No anonymous signed communications that have
a ready appearance in other papers will be inserted.
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BIRTH.

On the 10th September, at Hankow, the wife
of E. F. Pym, I.M.C., of a son.

MARRIAGES.

On the 24th September, at the Kakich Chapel,
Swatow, by the Rev. P. J. Maclean, M.A.,
FLORENCE ANNIE CASS, widow of the late FRANCIS
CASS, of Amoy, to ERNEST HENRY DE STE. CHROIX,
son of the late C. W. DE STE. CHROIX, I.M.C. (2575)
On the 17th September, at Holy Trinity Catho-
dral, Shanghai, by the Rev. F. Symonds, B.A.,
FREDERICK LOCKWOOD JONES, son of C. J. JONES,
Liverpool, to MARGARET E. CHAMBERLAIN, third
daughter of C. R. CHAMBERLAIN, Riddings, Dur-
hamshire, England.

The Daily Press.

PRINTING OFFICE: 14, DES VOURS ROAD CL.
L. (UNDER OFFICE) 131, FLEET STREET, E.C.

HONGKONG, 27th September, 1902.

We have already learnt, through the medium
of telegrams, that an article by Captain
MAHAN, the best known naval writer in the
United States, in the September number of
the *National Review*, dealing with the
Persian Gulf, has evoked wide interest.
Captain MAHAN's opinions must always be
listened to with respect, and in the British
Empire in particular, to which he has
always shown himself a friend, with sym-
pathy. That the question of the Persian
Gulf must concern Britons out here too as
well as at home is shown by Captain
MAHAN's words, when he points out that
among the interests involved in the mystery
of the Persian Gulf is the safety of the
great sea-route, commercial and military,
to India and the Far East. We will not
apologize, therefore for quoting certain
parts of the *National Review* article, though
we cannot of course attempt to do justice
to it in the small space at our disposal.
The American writer begins by stating that
"in the general economy of the world,
"irrespective of political features, present
"or possible, the Persian Gulf is one
"terminus of a prospective interoceanic
"railroad. The track of this, as deter-
"mined by topographical considerations,
"will take in great part a course over
"which, at one period and another of
"history, commerce between the East and

"West has travelled. Though itself arti-
"ficial it will follow a road so far con-
"firming to the nature of things that it has earned
"in the past the name of the Highway of
"Nations. The railroad will be one link,
"as the Persian Gulf is another, in a chain
"of communications between East and
"West, alternative to the all-water route
"by the Suez Canal and the Red Sea."

The particular bearing of the Persian
Gulf upon world politics, Captain MAHAN
goes on later to say.

"is closely analogous to that of
"Port Arthur, which has preceded it so
"shortly as not yet to be fairly out
"of sight, as a matter of international
"heartburnings. Upon the control of it
"will rest the functioning of the prospective
"railroad itself, regarded either as a
"maintainer of local industries, or as a
"medium of access to wider markets.
"Not itself alone, but the commercial
"interests that depend upon it, those of
"the country through which it runs and
"which it immediately minister, and those
"of many other regions, as producers or
"consumers, are involved in the political
"and military status of the Persian Gulf."

Its importance established, the question
of the mastery over the Persian Gulf arises.
Neither Turkey nor Persia, who geographi-
cally have the best claims, has the ability
to govern the country on the Gulf. There-
fore,

"in such circumstances, and when occa-
"sion arises, the responsibility naturally
"devolves, as for other derelicts of fortune,
"upon the next of kin, the nearest in place
"or interest. From the fact of
"proximity, of geographical nearness, or
"of direct political interest, it is easy to
"see that Great Britain and Russia are the
"two States which, from existing circum-
"stances, are most immediately and deeply
"concerned; nor, when the several circum-
"stances are closely analysed and duly
"weighed, does there, to my mind, seem
"room to doubt that to the former falls
"first to say whether she will discharge the
"duty or let it go to another."

The conditions which necessitate Great
Britain's pre-eminence in the Gulf, her
friendly critic says, are substantially three.
"First, her security in India, which would
"be materially affected by an adverse
"change in political control of the Gulf;
"secondly, the safety of the great sea route,
"commercial and military, to India and
"the Farther East, on which British
"shipping is still actually the chief
"traveller, though with a notable com-
"parative diminution that demands national
"attention; and, thirdly, the economic and
"commercial welfare of India, which can
"not politically only through the Empire,
"a dependence which greatly enhances
"obligation."

We need not follow the writer in his dis-
cussion as to the effects of the establish-
ment of foreign control on the Persian
Gulf. The analogy of Port Arthur alone
is sufficient to suggest them to our readers.
Captain MAHAN's conclusion must be
granted without demur and it is:—

"Concession in the Persian Gulf, whether
"by formal arrangement or by neglect of
"the local commercial interests which now
"underlie political and military control,
"will imperil Great Britain's naval situation
"in the Farther East, her political position
"in India, her commercial interests in both,
"and the Imperial tie between herself and
"Australasia."

Into the question of the interests in
the Gulf of Germany, the only nation
beside Britain and Russia which can
claim to be considered in that part of the
world, we do not propose here to go. We
will conclude by quoting one more passage
from Captain MAHAN's article, which is
really a noteworthy contribution to the dis-
cussion of a very important question.
There is, he says, no enduring antagonism
concerning the Gulf between any nations
but Great Britain and Russia:

"It is not to the interests of any third State
"to interfere between these two, or to disturb
"—much less to destroy—the local balance
"of power which now exists between them
"and can probably be maintained. As
"regards its particular interests, the hands
"of any third State will be not more, but
"less, free should that balance yield to the
"decisive pre-eminence of one of the two
"throughout the regions involved. Nor can
"a third State expect to restore equilibrium
"if lost, by itself taking the place of the
"one that has gone under. It is only ne-
"cessary to consider the solidity, extent,
"and long standing of the local control
"now wielded by Russia and Great Britain,
"together with the land power of the one
"and the sea power of the other, to see the
"hopelessness of any substitute for either
"in its own sphere. The two systems are
"not dead, but living; not machines, but
"organisms; not merely founded, but
"rooted, in past history and present con-
"ditions."

A dozen or so new recruits are said to be
coming out to the police.

It is stated that the price of public-house
licences in the Colony is to be raised 100 per
cent.

The recent cold snap in the weather has had
the result of making the tailors in the Colony
busy, as people are beginning to look out their
winter clothes, with the customary result, that
they find last year's garments very much worse
than they expected.

To-morrow (Sunday, the 23rd) being the
anniversary of Their Majesties The King and
Queen of Portugal, Conselheiro A. G. Romano,
Consul-General for Portugal, will be "At
Home" at his residence, "Duarte" Arbuthnot
Road, from 11 a.m. till noon.

Rear-Admiral Greenhill, says the *N.O. Daily
News*, will probably make a trip up the Yangtze
on H.M.S. *Eclipse*, which has left Wootung,
followed by H.M.S. *Bramble*.

The instalment of *The Seven Secrets* which
should have appeared on page 5 to-day is
unavoidably held over. The report of the
monthly meeting of the Chamber of Commerce
will be found on that page.

Yesterday morning the dead body of an
unknown Chinaman of about 40 years of age
was found hanging by the neck in a house under
course of erection in Des Vours Road Central.
The case was one of suicide.

On or about the 1st October the *Peking and
Tientsin Times* will be published as a daily
as well as a weekly paper. The weekly edition
will be crown size, of eight or more pages, with
three columns of printed matter on each page.

The appointment of Lieutenant J. B.
Arbuthnot, Scots Guards, to be Aide-de-Camp
to Sir H. A. Blake, Governor and Commander-
in-Chief of Hongkong and its Dependencies,
appears in the *London Gazette* of the 26th ult.

Messrs. Morton & Gibson report that satis-
factory progress is being made in the operations
for the raising of the sunken *Peking*. The
under-water work is pretty well forward, and
soon the actual raising of the foundered steamer
will be commenced.

The public are respectfully warned not to
use, if they can possibly avoid it, the lane
from Queen's Road to Praya Central, leading
past the *Daily Press* office, as a contractor
is demolishing the interior of the building, on
the opposite side of the way and tiles and
mortar are falling into the lane in a manner
that makes pedestrianism more adventurous
than safe.

The England v. Scotland cricket match at
Shanghai last Saturday ended in an easy victory
for the English team, which with two possible
exceptions was strong enough to do duty for
Shanghai in an interport match. The winners
scored 107 (Billings 24, G. F. Lanning 23, V.
H. Lanning 23) and 54 for two wickets (Mann 34
not out to Scotland's 57 (McEwen and Turnbull
19 each). Billings for England took 5 wickets
for 11 runs only.

By kind permission of Major Lager and
officers, the band of the Hongkong Regiment
will play at the Hongkong Hotel to-day, from
8 to 9.30 p.m. Program—

March "Soldiers in the Park" ... Monckton
Overture "The Exiles" ... Guesner
Selection "The Gipsies" ... Jones
Waltz "Delaware" ... Walden
Selection "Reminiscences of Gounod" ... Godfrey
Polka "Lizette" (Piccolo Solo) ... Jones
Selection "The Messenger Boy" ... Carll
"God Save the King" ... Extra

Hongkong is not the only crowded-up city
in the Empire. Even in some English cities
there is great overcrowding. The *London
Daily Mail* just received says:—"Birmingham
has upwards of 40,000 back-to-back houses in
6,000 courts which are entered by tunnels from
the streets, states the city's medical officer of
health." We may add, from personal know-
ledge, that, in Livery Street alone, there are
more than forty courts, all signs of the worst
type.

It may interest the Bench of Licensing
Justices to learn that several Yankees who have
visited the Colony of late think that Hongkong
is very much under-licensed. One such visitor
was heard to declare the other day that if
he had anything to do with certain Harbour-
side houses he would make things such he would
have lanterns running regularly from Blake
Peir and would make the people of the Colony
"small 'frisco." That just shows how
various are the aspects in which different
people view the same thing.

Smokers of Manila cigarettes, of whom there
are many in the Colony, must have been struck
of late by the fact that there is a scarcity
of their favourite weed here. The ex-
planation is that the tobacco factory operatives
in Manila have gone on strike for higher wages.
The strike is now practically settled, as the
workmen, most of whom are Filipinos, have
returned to work, the strike having proved
disastrous to them. Meanwhile, however, the
stock of cigarettes has run down. The same
thing applies to Manila cigars, and only for
the fact that the local houses, particularly
Messrs. Kruse & Co., had a pretty large reserve
stock, the supply would have been long since
at an end. As it is, the prices have had to be
raised all round.

A special Army order issued last month by
the War Office contains the programme of
intended reliefs between the United Kingdom
and the colonies; and between those places and
India, during the year 1902-1903 (subject to
such modification as may from time to time be
necessary). There are, naturally no changes in
the Cavalry and Royal Horse Artillery that
affect the Far East, but in the Garrison
Artillery No. 78 Company (late 17 Southern)
proceeds from Trincomalee to Hongkong, and
No. 64 (late 18 Eastern) Colombo to Hong-
kong; No. 62 (late 2 Southern) and No. 64
(late 19 Western) from Hongkong to Singa-
pore; and Nos. 49 (late 25 Southern) and 50 (late
33 Southern) from Singapore to Gibraltar.
These are all put down to change as commencing
in October. In the Infantry battalions the 1st
Batt. of the Derbyshire Regiment is to proceed
from South Africa to Hongkong, the 2nd
Batt. Royal Welsh Fusiliers going from
Hongkong to India. Singapore is again to
have a white regiment, and the 1st Batt. of the
Manchester Regiment will go from South
Africa. Coyton loses two white regiments and
only gets out in return. These changes are
announced to take place between October and
March.

Lieut. Colonel A. G. Churchill, Military
Attache, Tokyo, is gazetted to be Col.-at-
law.

M. Podnieff, who is commissioned by the
Russian Government to arrange the Russo-
Chinese Treaty of Commerce, is now in Shanghai.

In the Army Pay Department the following
changes have just been made:—Major Maclellan
to Singapore; Captain Hewitt, Straits, to
Hongkong.

Retired Commander E. W. Yorke has been
appointed to H.M.S. *Turner*, additional, as
King's Harbour Master and Naval Executive
Officer at Weihaiwei.

The *Journal Officiel* announces that Admiral
Pottier, recently in command of the French
squadron in the Far East, has been appointed
to succeed Admiral Baunault at Toulon. Vice-
Admiral Courjollis, who was also not long ago
in the Far East, is nominated to the command
at Lorient.

Sea-anakes are generally thought harmless,
but in the seas of China, India, and Australia
are some venomous kinds. M. Kermorgant, in
the *Annales d'Hygiene et de Medicine Coloniale*,
has recently described those of New Caledonia
which—have small heads, poison glands, and
teeth. They seldom bite owing to their small
mouths. A rat bitten by one dies in four or
five minutes.

C. Pereira was acquitted by the Appeal Court
at Tokyo on the 15th inst. of the charge of
libelling Messrs. Ego da Silva and Ribeiro, the
finding of the Court being that the evidence
against him was insufficient. The judgment
of the lower Court was, accordingly, quashed.
The case against the Chinamen of the printing
office implicated in the publication of the libel
was also dismissed.

Armed *et Marine* states that the Russian
ship *Laos* and *Kefal* have been handed over
to the Russian Admiralty by their builders, the
Societe des Forges et Chantiers de la Mediterranee
at Havre, and that they will shortly
proceed to the Far East. Their names have
been altered to *Grozovoi* and *Vladivostok*. On her
trials the former made 28 knots in place of the
26 knots contracted for. Each boat is 180 ft.
beam, with a draught of nearly 10 ft., and a
displacement of 312 tons.

It is announced that Lyster, oil will be the
control point of the Morgan Shipping Com-
bination. This will involve the abolition of
duplicate control, and as the result of economical
working a vast amount of officialism connected
with the various lines will cease to exist. There
will be one head to direct the entire traffic
arrangements on the American principle. The
American Line officials already are being
changed, and Mr. Ellerman will take over the
management. The White Star Line may
retain its present personality as to the heads
and vessels of the line, but there is no doubt
that these in time will disappear under the
Morgan scheme.

The Statistical Department of the I. M.
Customs has just issued the Returns of Trade
and Trade Reports for the year 1901, contain-
ing 804 pages of reports and statistics from the
Commissioners of the different Treaty Ports in
China. The total collection of revenue in
Shanghai is H. Tls. 8,152,696, which is the
highest on record, being H. Tls. 32,000 in
excess of the best previous year—1899. There
is an improvement under every heading, but
especially in import duties. This is the more
satisfactory since little of the increase noted
can be due to the effective 5 per cent. rate, so
many goods claiming the old tariff privileges
being en route to the East up to the last
possible moment. We defer consideration of
the report until a copy reaches Hongkong.

In a very interesting summary prepared by
Dr. Sven Hedin, of the result of his latest
journey in Central Asia (1899-1902), appearing
in the *Geographical Journal* for September,
it is stated:—"My first journey of 1899-97, has
been regarded as marking an advance in the
knowledge of the geography of Central Asia.
The last journey of 1899-1902, from which I
have just returned, has yielded results three times
as rich as those of the former journey, and in
course of it I have been enabled to lift the veil
which for a thousand years had hidden vast
stretches of the mountains and desert
regions of the heart of Asia. My cartographical
material extends to no less than 1,149 sheets, and
if these were arranged and to end in a long
roll they would stretch over a distance of 1,000
feet. This material I hope it will be possible to
publish, either with the help of public funds or
by private support. It will then constitute a
mine of detailed information about certain of
the central regions of the great continent which
have never before been trodden by any European,
and very often by no Asiatic either."

ANOTHER COLLAPSE.

A kitchen on the first floor of No. 86, Second
Street, West Point, collapsed late on Thursday
afternoon. Two women were working in it at
the time, and both were carried down with the
debris. One sustained a severe scalp wound,
from which blood came freely; the other escaped
with a few cuts. Both women ran to West
Point Police Station, and the first was sent to
the Tung Wah Hospital for treatment, the second
refusing to go. The house in which the acci-
dent occurred is backed by another where
reconstruction operations are proceeding, and
the tearing down of building material is supposed
to have weakened the stability of the kitchen
in question by depriving it of a certain amount
of extraneous support, thus causing it to collapse.

TELEGRAMS.

"DAILY PRESS" SERVICE.
FAR EASTERN AFFAIRS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 26th September, 8.5 a.m.

JAPAN IN SIAM.

The *Debate* (Paris) warns England
against letting Japan get too solid a hold
in Siam, and adds that England should ask
herself whether she is not fostering a fox
who will devour her Asiatic fowls.

SHANGHAI, 26th September, 5.26 p.m.

THE NEW SZECHUEN VICEROY.

H.E. Viceroy Tsien arrived in Chengtu
yesterday and takes over the scale of office
to-morrow.

REUTERS'S SERVICE.

LONDON, 24th September.

LORD ROBERTS ON "RAGGING."

Field Marshal Lord Roberts has issued a
memorandum to all commanding officers urging
the necessity of stopping "ragging," the
prevalence of which is a disgrace to the Army.

U.S. PRESIDENT OPERATED ON.

President Roosevelt has undergone a slight
operation at Indianapolis for an abscess which
had formed between the left knee and ankle,
arising from a bruise caused by the carriage
accident on the 2nd instant. The President,
who is in excellent general health, has pro-
ceeded to Washington.

LONDON, 24th September.

BOER GENERALS' MANIFESTO.

The Manifesto issued by the Boer Generals
has created an unfavourable impression in
Europe.

FRANCE AND SIAM.

The announcement that a Japanese had been
appointed legal adviser to Siam has caused a
great flutter in Paris, where for some time past
there has been considerable apprehension regard-
ing the effect the Anglo-Japanese alliance
might exercise on Japan.

HONGKONG RIFLE ASSOCIATION.

The competition to-day in connection with
the Hongkong Rifle Association will be for
rings (interport practice), commencing at
2.30 p.m. Ranges, 200, 500 and 600 yards; 7
shots and a sighter at each range.

At a committee meeting held on Thursday,
it was decided to enter a team again this year for
the Seventh Imperial Rifle Match—which is
promoted by the Ruanypup Rifle Club of
Victoria, Australia. The match will be shot off
on a date to be fixed later on between this and
the 31st October. It will be remembered
that Hongkong took fifth place in this
match last year—the first year of their entry.
The Annual Interport Match will be held
between the 1st and 15th November. The fol-
lowing members are requested to practice for
the above events, and to send in all practice
scores to the Honorary Secretary:—

Messrs. J. J. Andrews, Baldwin, Collins,
Crocker, Cross, Davies, Garnett, Horley,
Hobday, Hamilton, Jeffery, Lamont, Lapsley,
J. Marshall, McDermott, C. Marshall, Penning,
Pidgeon, Pullen, Parkes, Pitt, Stackwood,
Saunders, Varcoe, West, and Wells.

FRANCE AT KWANCHAU-WAN.

Home papers give the following details about
the above, the gist of which we have already had
by telegram:—

Hitherto Saigon has been the only support-
ing base for the defence of Indo-China from the
sea side. But, in view of the extensive coast-line
of this French possession, it is quite probable
that the port of Saigon would be found, in case
of war, to be an inadequate naval base for a
French squadron. In view of this fact, the
bureau charged with the carrying out of public
works in Indo-China, together with the Marine
Department and the Department of Naval
Fortifications, are considering the question
of establishing a second naval base in that
region, and for this purpose the recently ac-
quired Kwanchau Bay has been fixed upon.
The projected fortified harbour is to be founded
between Nivet and Fort Bayard, and it will
contain an arsenal, a coaling depot, an artillery
depot, and official buildings. To carry out this
project the sum of at least £1,200,000 will be
required. Of this sum £800,000 will be spent
upon the arsenal, £300,000 upon cutting a canal,
and £100,000 on establishing the coaling station.
The chief advantage expected of this new naval
base is that it will protect Tonkin and North-
ern Annam, and thereby Saigon will be free to
devote its attention solely to the protection of
Cochin-China.

LATEST STEAMER MOVEMENTS.

The C.N. steamer *Taiwan*, from Australian
ports, left Manila on the 24th inst., p.m., for this
port, and is due here this morning.
The "Don" (steamer *Benary*) left Singa-
pore on the 25th inst. for this port, and is due
here on the 1st prox.
The silk ex C.P.R. steamer *Empress of India*
arrived at New York on the 25th inst.
The H.A.L. steamer *Saxonia*, from Hamburg,
left Singapore on the 25th inst., p.m., and may
be expected here on or about the 1st prox.
The O.S.S. steamer *Diomed* left Shanghai
yesterday morning, and is expected here to-
morrow.

ENQUIRY INTO COLLAPSED
HOUSES.

The official enquiry into the fatal collapse of
houses Nos. 30 and 32, Kowloon City Road, on
18th July last, was resumed yesterday afternoon
before Mr. F. A. Haveland and a common
jury. Mr. H. L. Denney, Acting Crown
Solicitor, conducted the enquiry on behalf of
the Government, and Mr. H. W. Looker,
solicitor, watched the proceedings on behalf
of Messrs. Leigh and Orange, the architects
of the houses.

R. K. Leigh, of the firm of Leigh and
Orange, said he had been over 22 years in
Hongkong either in Government service or
on his own account. In the early part of 1901,
on behalf of the Hongkong Land Investment
Co., he prepared plans and called for tenders
for the erection of 30 houses in Kowloon City
Road, 15 houses on K.I.L. 1107 and 15 on
K.I.L. 1108. Tenders were received by wire-
less for the building of these houses, the figures
ranging from \$88,000 to \$141,000; the Loong
Cheong firm was amongst those which tendered,
and the amount of its tender was \$98,000. No
tender was accepted for these thirty houses,
because the company instructed witnesses to
prepare plans for 2 more on K.I.L. 1113. It
was ultimately agreed with the Loong Cheong
firm that the whole fifty houses should be built
for \$115,000 under contract, and then entered
into between this firm and the Land In-
vestment Co. Witness knew Loong Cheong
before this; he had done many big jobs for
Leigh & Orange. His tender and those of
others were by invitation, and were not public
tenders. The necessary notices in the P.W.D.
were duly sent in, and an acknowledgment was
received from Mr. Looker, pro. the D.P.W.,
approving the plans of the houses and author-
ising the work.

At this point Mr. Looker rose and objected
to the publication of the proceedings in the news-
papers. In that morning's *Daily Press* there
had been a long account of what had taken
place at the enquiry on Thursday, and he ap-
peared that the proceedings would be re-
ported as fully in that paper, and he re-
ported the proceedings, because the publication
of the evidence might prejudice a jury. For his
authority Mr. Looker referred his Worship to
his own coroners. The reason for which the
enquiry was held was to find out whether there
was criminal liability on anybody's part, and
under these circumstances it was not right or
proper that the evidence should be published in
the newspapers.

Mr. Denney said he was not prepared for
this objection. (His Worship—Aren't you?)
—and all he could say was that it must be
within his Worship's knowledge that in England
the fullest reports of the evidence taken at
coroners' enquiries were published every day in
the newspapers. This enquiry was just the
same as any ordinary Police Court proceedings
in which a man was brought before his Worship
and committed for trial at the Supreme Court.
Such proceedings were regularly published in
the papers, although they were preliminary
enquiries, and he thought that it was
better to be derived from an enquiry of
this sort would be very greatly increased if the
newspapers were to be forbidden to publish
what took place. He thought his Worship had
full power to at any time forbid the publication
of evidence that had been given before him or
any statement made in court, and if for any
reason he should see fit to order these in-
quiries not to be published, his Worship had
power to do so. The object of the enquiry
was to ascertain whether anybody was
criminally liable. It was not simply to ascer-
tain the cause of the deaths of those people, but
whether their deaths were brought about by
the criminal negligence of anybody, and whether
steps could be taken to prevent such accidents
in future.

Mr. Looker submitted that the present pro-
ceedings were quite different from ordinary Police
Court proceedings, and that they should not be
published in the papers until the enquiry was
concluded, and then only if nobody was com-
mitted for trial.

Mr. Denney contended that the newspapers
represented the public, and as the enquiry was
a public one and everybody had a right to be
there, no reason existed why the proceedings
should not be reported in the newspapers.

After further argument on the same lines,
his Worship remarked that each coroner's
proceedings, as had previously taken place
before him had always been published, and he
saw no reason to depart from that custom.

Mr. Looker: "I leave it entirely in your
Worship's hands."

His Worship: "It is done in England every
day."

Mr. Looker suggested that a way out of the
difficulty would be to hold the enquiry in pri-
vate.

His Worship: "No, I see no reason why I
should make any order."

The examination being resumed, witness said
that work on K.I.L. 1107 was commenced first,
shortly after 16th May, 1901; then followed in
order work on Lots 1108 and 1113. He per-
sonally inspected the work, and was satisfied
with it. With Section 12, sub-section 1 of the
Building Ordinance which provided that no
wall should exceed 35 feet in height without the
approval of the Director of Public Works, wit-
ness was familiar. The height of the party
wall and walls of the houses in Kowloon City
Road was 50 feet altogether, without return or
cross walls; with return and cross walls the
height was 45 feet 6 inches. Witness knew very well
the provisions of the clause in the Building Act
of 1894, but he did not think that in the present
case walls, because they exceeded 35 feet in
length, required extra thickening. The height of
the end walls and

HONGKONG BUSINESS DIRECTORY.

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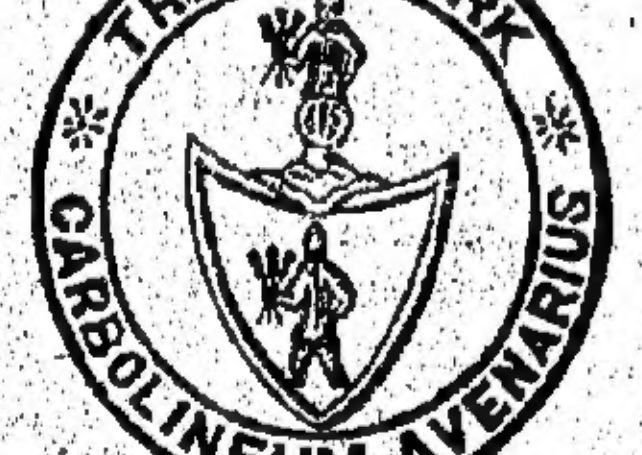
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to contain Chemicals in any form.
The Beer is sterilized after being bottled, and
full mature age insures its fine condition in any
climate. Beautifully bright, seductively spark-
ling, and perfectly pure.

F. BLACKHEAD & CO.

Sole Agents.
Hongkong, 25th July, 1902. [203]

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and Stone against White Ants, Decay, Fungus,
Rot, and Dampness.

EUGENES EINSTAMANN & CO.
Sole Agents for China.
Hongkong, 1st July, 1902. [1801]

MR. CHADWICK KEW
DENTAL SURGEON,
No. 39, QUEEN'S ROAD CENTRAL.

Office Hours—9 A.M. to 5 P.M.
Hongkong, 19th March, 1902. [2458]

S. BENTING.
SURGEON DENTIST,
No. 10, D'ARAGUE STREET.

TERMS VERY MODERATE.
Consolidation Free.
Hongkong, 22nd September, 1902. [2525]

THE AMERICAN SYSTEM
OF
DENTISTRY

Dr. M. H. CHAUN.
33, Des Voeux Road, General, Hongkong.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th March, 1902. [2383]

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P. LEMAIRE & CO.
Hongkong, 7th February, 1901. [412]

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OF BREMEN.**

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HOTZ, JACOB & CO.
Hongkong, 1st September, 1902. [2327]

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Current Rates.

SIEMSEN & CO.
Agents.
Hongkong, 16th November, 1872. [25]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

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and Marine Risks at Current
Rates.

SIEMSEN & CO.
Hongkong, 29th May 1875. [27]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

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at Current Rates.

REUTER, BRÜCKELMANN & CO.,
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Hongkong, 21st April, 1897. [118]

**THE WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA.**

THE Underwritten AGENTS of the above
Company are prepared to ACCEPT
RISKS against FIRE at Current Rates.

WM. MEYERINK & CO.
Hongkong, 22nd July, 1902. [1437]

**THE LIVERPOOL AND LONDON AND
GLOBE INSURANCE COMPANY.**

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Company are prepared to ACCEPT
RISKS against FIRE at Current Rates.

WM. MEYERINK & CO.
Hongkong, 3rd June, 1902. [2376]

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Company are prepared to ACCEPT
RISKS against FIRE at Current Rates.

SIEMSEN & CO.
Agents.
Hongkong, 16th May, 1892. [1437]

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Hongkong, 16th May, 1892. [1437]

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HONGKONG GENERAL CHAMBER OF COMMERCE.

At the monthly meeting of the Committee of the Hongkong General Chamber of Commerce held in the Chamber Room, City Hall, on Tuesday, 16th September, 1902, at 4 p.m. Present:—Hon. C. S. Sharp (Chairman), Mr. W. P. Poon (Vice-Chairman), Hon. C. W. Dickson, Messrs. A. Haupt, N. A. Sles, J. R. M. Smith, H. K. Tomkins, R. C. Wilcox, Hon. R. Shaw (ex-officio), and A. R. Lowe (Secretary).

The Minutes of the Monthly Meeting of the 12th ultimo were read and confirmed.

STORM-WARNINGS.
The correspondence under this heading which had already been published was laid on the table. The reply, dated 11th ult., from the Colonial Secretary was read, in which he stated that it does not seem either desirable or expedient for the Government to enter into the flag signal code and meteorological exhibits submitted or to test the relative accuracy of the information and typhoon-warnings issued by the Siam and Hongkong Observatories, but that the Acting Director would give every assistance to the Chamber in making a comparison.

The CHAIRMAN said the Government appeared to think the Chamber had confused the difference between forecasts and the observations on which these are based, but he assured them that was not so. It was not a result of all the correspondence they had had with the Government on this subject would appear to be that the public now received an occasional Express giving notice of typhoons, and the circulation of the China Coast Meteorological Register had been slightly enlarged. He supposed that, in default of better results, they must for the present rest content with these small improvements in the publication of weather warnings.

In this connection, only made as the result of such agitation, he observed, but he hoped that the Chamber would never suffer this matter to rest until that system was so improved that it became a part of the Chamber's work.

It appeared that the Acting Director of the Observatory was not to be presumed just now into making further changes, and possibly as his was only acting appointment, this attitude can well be understood, but at the same time, it was evident that Hongkong would have to be content with a second-class system of making weather warnings generally known, as compared with that at Shanghai, where, however, these matters were conducted by the Jesuit Fathers as a "labour of love," and not by a Government Institution. As to the efficiency, or accuracy of the weather-warnings themselves, they had never for a moment presumed, or felt it worth their province to meddle with or question them. Their efforts had been wholly and solely directed towards obtaining some needed improvement in the method of publishing them to the shipping, and shore communities, so that they might be given as speedily and as widely as possible, and further, to remove what appeared to be a legacy from the Director (Dr. Dobson) himself, the reproach that this Observatory was not in touch, or at all events not in sympathetic relationship, with the kindred observatories of the world.

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read and the Secretary reported forwarding it to the papers for publication as soon as received in order that vessels for the south might take sufficient water to carry them past Singapore.

The CHAIRMAN said they were much indebted to the Singapore Chamber for their prompt warning which had been taken advantage of by the shipping concerned.

The Secretary was instructed to acknowledge receipt of the telegram, and express the Chamber's thanks for its despatch.

FRENCH CUSTOMS TARIFF BILL.
Read letter from the Colonial Secretary, dated 1st instant, enclosing a further circular from the French Customs Department dated 15th May last, specifying the documents required in order to obtain the benefit of the reduced tariff for colonial commodities imported from their original country or from a country out of Europe. Sugar and its derivatives, cane and tobacco are stated not to be included as coming under the kind of colonial commodities. Bills of lading must be endorsed by Consular or local authorities and include declaration of origin and that the goods have not sustained rehandling or change of packing.

A letter from the French Vice-Consul at Hongkong dated 13th June last to the effect that Hongkong was not in a position to state that according to official information asked for by him and now in his hands Hongkong does also enjoy the same treatment as the Straits Settlements and Malay States.

The CHAIRMAN said the thanks of the Chamber were due the Consul for France for his courtesy in taking up the matter and affording the Chamber information of the result of his inquiries.

IMPERIAL CABLE COMMUNICATIONS.
With reference to the letter dated 25th May last from the London Chamber of Commerce the CHAIRMAN stated that a reply had been sent on the lines decided upon at the last meeting, and further, that in view of the recommendations made by the Inter-Departmental Committee on the subject of the granting of landing rights, advantages had been taken of this opportunity to make some comments on this subject, and the position of the Cable Companies here vis-à-vis the public.

NEW BRITISH COMMERCIAL TREATY WITH CHINA—THE EFFECTIVE 5 PER CENT. SPECIFIC TARIFF.

The CHAIRMAN pointed out that news had been received since the last meeting of the signing of these, both of which were matters of the utmost importance to all engaged in the China trade. He suggested that as soon as authentic copies of the new Treaty were to hand it would be the duty of this Chamber to consider the same and express their views upon it.

PROPOSED FAST ATLANTIC SERVICE BY THE CANADIAN PACIFIC RAILWAY COMPANY.

The CHAIRMAN directed the attention of the Committee to the fact that negotiations are now going on between the British and Canadian Governments and the Canadian Pacific Railway Company for the establishment of a fast passenger and mail service across the Atlantic between Canada and the United Kingdom, and pointed out that in connection with such proposed Atlantic service an accelerated train service across Canada had been virtually promised, which in all probability would later on be followed by an improved Trans-Pacific service, whereby through communication between Hongkong and the United Kingdom, via Vancouver, would be considerably shortened.

He thought proposals such as these having for their object such great improvement in communication for the benefit of passengers and mails and the commercial interests generally of the East needed no words from him to commend them to the favourable consideration of the Committee, and he further thought they would all agree that the Canadian Pacific Railway Company which had already provided such a favourably known service between this Colony and Vancouver might be depended upon to make an equal success of any such Atlantic service and that a contract for such should be entered into.

The Committee unanimously approved of these remarks and the following resolution was proposed by the CHAIRMAN, seconded by the VICE-CHAIRMAN, and unanimously adopted:—Whereas negotiations are now going on between the British and Canadian Governments and the Canadian Pacific Railway Company for the establishment of a fast passenger and mail service across the Atlantic between Canada and Great Britain;

And whereas the Board of Trade of the City of Montreal unanimously endorsed the establishment of such a service at a meeting held on the 29th July last;

And whereas the Canadian Pacific Railway Co. have, for the past twelve years, successfully and most creditably operated a fast line of Trans-Pacific steamers, in connection with their great Trans-Continental railway system, extending as it does, through Canada, from the Pacific to the Atlantic, thereby benefiting very largely the relations between China and Japan and the Continent of America, and at the same time, furnishing Eastern merchants with the most expeditious mail service to and from America;

And whereas we understand that the offer of the Canadian Pacific Railway Company to the British and Canadian Governments is to construct and put into such service ships of the most modern type and in no way inferior to the best at present running to and from New York;

And whereas it is understood that the speed of the ships will not be less than twenty knots and that the time in transit between Vancouver, B. C. and London will thereby be reduced, with a promised accelerated train service, to about nine days as against the present service of about 14 days;

And whereas the establishment of a fast Atlantic service by the Canadian Pacific Railway Co. is likely to be followed by an improved Trans-Pacific service, shortening the time to about 70 days between Yokohama and Vancouver;

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf &c., together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Black Pier.

3. From Black Pier to Naval Yard.
4. From Naval Yard to East Pier.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL.	BENGOAL	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	To-day, at Noon.
LONDON	DIOMED	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 30th inst.
LONDON	NESTOR	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th October.
LONDON, VIA SUEZ CANAL	GLENGARRY	Brit. str.	—	Holman	McGILLIVRAY & CO.	On 15th October.
LONDON	GLENGARRY	Brit. str.	—	J. McGillivray	P. & O. S. N. Co.	On 17th October, at Noon.
LONDON	ACHILLES	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th October.
LONDON	MENELAUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th November.
LONDON	AGAMEMNON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th November.
LIVERPOOL	MAHARAJA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th October.
MAHARAJA, &c., VIA PORTS OF CALL.	AWA MARU	Jap. str.	—	N. Traut	NIPPON YUSEN KAISHA	On 4th October, at Daylight.
DEEMEN, VIA PORTS OF CALL	OKANIKEN	Frein. str.	—	Remes	MESSENGER MARITIME	On 6th October, at 1 P.M.
HAYRE, BREMEN & HAMBURG	PRINZ R. LUITPOLD	Ger. str.	2 m.	E. Oesselsmann	MELCHERS & CO.	On 2nd October, at Noon.
HAYRE & HAMBURG	PROSOD	Ger. str.	—	Prossod	HAMBURG-AMERIKA LINIE	On 8th October.
HAYRE & HAMBURG	SILVIA	Ger. str.	—	Behrens	HAMBURG-AMERIKA LINIE	On 22nd October.
HAYRE & HAMBURG	SAXONIA	Ger. str.	—	Jaeger	HAMBURG-AMERIKA LINIE	On 6th November.
HAYRE & HAMBURG	SERBIA	Ger. str.	—	Behrmer	HAMBURG-AMERIKA LINIE	On 19th November.
DESSA, VIA PORTS OF CALL	MARBURG	Ger. str.	—	Zacharias	HAMBURG-AMERIKA LINIE	On 1st December.
NEW YORK VIA SUEZ CANAL	KNIAZ GORTSCHAKOW	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 30th inst.
NEW YORK VIA SUEZ CANAL	INDRAVELI	Brit. str.	—	MagGregor	SHAW, TOMES & CO.	On 30th inst.
NEW YORK VIA SUEZ CANAL	HILLOLEN	Brit. str.	—	—	DODWELL & CO., LD.	About 2nd October.
NEW YORK VIA SUEZ CANAL	GLENGARRY	Brit. str.	—	Rafferty	McGILLIVRAY & CO.	On 11th October.
NEW YORK VIA SUEZ CANAL	ATHENIAN	Brit. str.	—	H. Mowatt	CANADIAN PACIFIC R. CO.	On 8th October.
YANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 22nd October, at Noon.
VICTORIA (B.C.) & SEATTLE VIA NAGASAKI, &c.	HYSON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 1st October.
VICTORIA (B.C.) & TACOMA VIA JAPAN	PLEIADES	Brit. str.	4 m.	W. H. Smith	DODWELL & CO., LIMITED	On 4th October.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	SHINANO MARU	Jap. str.	—	M. J. Carnow	NIPPON YUSEN KAISHA	On 6th October, at 4 P.M.
PORTLAND, OREGON	INDRAVELI	Brit. str.	2 m.	W. C. Craven	PORTLAND & ASIATIC S.S. CO.	On 24th October.
AUSTRALIAN PORTS	CHINGTO	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 29th inst.
AUSTRALIAN PORTS	BAHAMA	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	On 2nd October, at Noon.
AUSTRALIAN PORTS	KUANG MARU	Jap. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 4th October, at Noon.
AUSTRALIAN PORTS	MIKE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 7th October, at Noon.
MOJI, KOBE & YOKOHAMA	TAITAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 4th October.
KOBE & YOKOHAMA	WAKASA MARU	Jap. str.	—	J. B. Macmillan	NIPPON YUSEN KAISHA	On 10th October, at Daylight.
KOBE & YOKOHAMA	HUPES	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 30th inst.
SHANGHAI & CHINKIANG	BALLARAT	Brit. str.	2 m.	F. Summers	P. & O. S. N. Co.	To-day, at 2 P.M.
SHANGHAI	KEELUNG MARU	Jap. str.	2 m.	K. Subajima	OSAKA SHOSHUN KAISHA	On 29th inst.
SHANGHAI	KANSU	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 30th inst.
SHANGHAI	CHUSAN	Brit. str.	—	O. L. Daniel	P. & O. S. N. Co.	On or about 11th October.
FOOCHOW, SHANGHAI, MOJI, KOBE & YOKOHAMA	JAVA	Brit. str.	—	T. Ogata	OSAKA SHOSHUN KAISHA	On or about 4th October.
TAMAU, VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	1 m.	T. Saito	OSAKA SHOSHUN KAISHA	To-morrow.
AMOI, VIA SWATOW & AMOY	MAIPUSU MARU	Jap. str.	1 m.	I. Goto	OSAKA SHOSHUN KAISHA	On 1st October.
FOOCHOW, VIA SWATOW & AMOY	AMONG MARU	Jap. str.	1 m.	—	OSAKA SHOSHUN KAISHA	On 8th October.
AMOI, SAMARANG & SOULABAYA	NANSHANG	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 29th inst.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 m.	Hodgins	DOUGLAS LAFRAIK & CO.	To-morrow, at Daylight.
CEBU, ILOILO	KAIFONG	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	To-day, at Noon.
MANILA	ZAFIRO	Brit. str.	2 m.	A. Fraser	SHAW, TOMES & CO.	To-day, at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & CO.	On 30th inst., at 4 P.M.
MANILA	ROSETTA MARU	Jap. str.	2 m.	R. W. Almond	SHAW, TOMES & CO.	On 2nd October, at 4 P.M.
SINGAPORE, PENANG & CALCUTTA	CATHERINE APCAR	Brit. str.	2 m.	Tate	KIUSU BUSSEN KAISHA	On or about 6th October.
SINGAPORE, PENANG, COLOMBO & BOMBAY	CATHERINE APCAR	Brit. str.	2 m.	S. H. Balson	DAVID SASSOON & CO., LD.	On 30th inst., at 3 P.M.
	HIBOSHIMA MARU	Jap. str.	—	T. Mural	NIPPON YUSEN KAISHA	On 10th October, at Noon.

SHIPPING.

ARRIVALS.
Sept. 25, TAIKHOON, German str., 850, J. Schmitz, Bangkok 18th September, Rice.
— BUTTERFIELD & SWIRE.
Sept. 26, ALGERINE, British cruiser, 1,050, R. Nugent, Singapore 17th September.
Sept. 26, BALLARAT, British str., 2,860, F. R. Summers, Bombay 10th Sept., Mails and General.—P. & O. S. N. Co.
Sept. 26, HENGAL, British str., 2,751, A. L. Valentini, Shanghai 23rd Sept., Mails and General.—P. & O. S. N. Co.
Sept. 26, CHIKTSUM, British str., 2,415, H. Brophy, Rangoon 15th Sept., Rice.—VERDER.
Sept. 26, CHUNSHAN, British str., 1,274, Morehouse, Saigon 2nd Sept., Rice.—BRADLEY & CO.
Sept. 26, HAICHING, British str., 1,267, H. E. Hodgins, Foochow 23rd Sept., Amoy 24th and Swatow 25th, General.—DOUGLAS LAFRAIK & CO.
Sept. 26, KWANGLOO, Chinese str., 1,486, Lingpo, Shanghai 23rd Sept., General.—CHINESE.
Sept. 26, WUONG, British str., 1,109, M. Dowson, Shanghai 22nd Sept. and Swatow 25th, General.—BUTTERFIELD & SWIRE.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
26th September.
Benoune, British str., for Rangoon.
Chettanah, British str., for Yokohama.
Fauang, British str., for Chefoo.
Hanyang, British str., for Shanghai.
Hipsang, British str., for Swatow.
Koyoon, German str., for Chinkiang.
Kwanglo, Chinese str., for Canton.
Tyr, Norwegian str., for Hongay.
Yawata, Maru, Japanese str., for Japan.

DEPARTURES.

26th September.
AMERICA MARU, Jap. str., for San Francisco.
DM of OIL, British str., for Yokohama.
DOT, Norwegian str., for Bangkok.
HANYANG, British str., for Shanghai.
HIPSANG, British str., for Shanghai.
Koyoon, German str., for Chinkiang.
Kwanglo, Chinese str., for Canton.
Tyr, Norwegian str., for Hongay.
Yawata, Maru, Japanese str., for Japan.

VESSELS IN DOCK.

25th September.
AMERICAN DOCKS.—
Woon Docks.—Solent, H.M.S. Wivern.
Pleguesen, Dutch, U.S.S. Iris.
COSMOPOLITAN DOCK.—

SHIPPING REPORTS.

The Chinese steamer Kowloon, from Shanghai 13th Sept., had fresh N.W. wind to fresh gale and high sea throughout.
The British steamer Chettanah, from Saigon 20th Sept., had high to moderate N.W. breeze and sea for as the Paracels; then hard N.E. gale and heavy head sea to port.
The British steamer Woonang, from Shanghai 22nd Sept. and Swatow 25th, had strong N.E. gale and high sea to Swatow; from thence to port fresh N.E. wind and sea.
The British steamer Haiching, from Coast Ports 26th Sept., had strong N.E. monsoon and rough sea, sky cloudy and clear weather to Amoy and Swatow. From Swatow to port moderate monsoon and sea, fine, clear weather. Vessels in Amoy—Hodgins and Daijin Maru. In Swatow—Haitan, Dagmar, Telenachue and Keang.

NOT RESPONSIBLE FOR DEBT.

NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:
ADOLPH OBIG, Amr. barque, S. Amesbury, Standard Oil Co.
ALLAS, American ship, McKay, Standard Oil Co.
ASTRAL, American ship, Dunham, Standard Oil Co.
KELAT, British ship, J. Hughes, Order.
MANUEL LAGUNA, American ship, Nicholls, Standard Oil Co.

VESSELS ON THE WERTH

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"ZAFIRO,"

Captain A. Fraser, will be despatched for the above ports TO-MORROW, the 27th inst., at 4 P.M.

Highest-class Passenger Steamers, high powered, newest and most up to date on the run. All Accommodation amidsips. Electric Light and all other modern improvements. A Surgeon is carried.

For Freight or Passage, apply to SHEWAN TOMES & CO., General Managers.

Hongkong, 26th September, 1902. [2533]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAICHING,"

Captain Hodgins, will be despatched for the above ports TO-MORROW, the 25th inst., at DAYLIGHT.

For Freight or Passage, apply to DOUGLAS LAFRAIK & CO., General Managers.

Hongkong, 26th September, 1902. [2579]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain S. H. Balson, will be despatched for the above ports on TUESDAY, the 30th inst., at 3 P.M., instead of as previously advertised.

For Freight or Passage, apply to DAVID SASSOON & CO., LD., Agents.

Hongkong, 25th September, 1902. [2531]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe, will be despatched for the above ports on TUESDAY, the 30th inst., at 4 P.M.

This Steamer has superior accommodation for First-class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 24th September, 1902. [2546]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"RUBI,"

Captain R. W. Almond, will be despatched for the above ports on THURSDAY, the 2nd October, at 4 P.M.

Highest-class Passenger Steamers, High powered, newest and most up to date on the run. All Accommodation amidsips. Electric Light and all other modern improvements. A Surgeon is carried.

For Freight or Passage, apply to SHEWAN TOMES & CO., General Managers.

Hongkong, 24th September, 1902. [2542]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1902

"HILLGLEN" ... About 2nd Oct.

"RICHMOND CASTLE" ... 12th Oct.

"LOTHIAN" ... 20th Oct.

"LOWTHER CASTLE" ... 30th Oct.

"BORDEER KNIGHT" ... 15th Nov.

"ORONO" ... To follow.

"CRODON" ... To follow.

For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 24th September, 1902. [711]

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS. CAPTAIN HONGKONG.

"INDRAVELI" 4,890 W. C. Craven October 24, 1902

"INDEAPURA" 4,890 Hellingworth November 14, 1902

"INDRASAMIA" 5,197 R. P. Craven December 14, 1902

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian, and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 17th September, 1902. [41]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

LONDON, &c., BENGAL ... Noon, 27th ... See Special Advertisement

SHANGHAI, BALLARAT ... 2 P.M. 27th ... Freight or Passage.

FOOCHOW, SHANGHAI, MOJI, KOBE and YOKOHAMA ... Jap. str. ... About 4th ... Freight or Passage.

SHANGHAI ... CHUSAN ... About 11th ... Freight or Passage.

LONDON ... GLENGARRY ... Noon, 17th ... Freight only.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 20th September, 1902. [1]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAILING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

R.M.S. "ATHENIAN" ... Comdr. H. Mowatt ... WEDNESDAY, 8th Oct.

R.M.S. "EMPEROR OF CHINA" ... Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 22nd Oct.

R.M.S. "EMPEROR OF INDIA" ... Comdr. O. P. Marshall, R.N.R. ... WEDNESDAY, 19th Nov.

R.M.S. "TARTAR" ... Comdr. E. Beetham, R.N.R. ... WEDNESDAY, 3rd Dec.

R.M.S. "EMPEROR OF JAPAN" ... Comdr. H. Pybus, R.N.R. ... WEDNESDAY, 17th Dec.

The magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for service at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First-Class Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage.

The "TARTAR" takes First-Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to J. B. BROWN, General Agent, Pender's Street.

Hongkong, 24th September, 1902. [6]

NORTHERN PACIFIC STEAMSHIP CO.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND

YOKOHAMA,

FOR

VICTORIA, B.C. AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Captain. Tons. Sailing Date.

* PLEIADES ... W. H. Smith ... 3,753 ... October ... 10th

* VICTORIA ... J. Fenton ... 3,502 ... October ... 18th

* OLYMPIA ... J. Truebridge ... 2,537 ... October ... 24th

* SHAWMUT ... 9,606 ... October ... 28th

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

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Jewellery, Curios, Cutlery, Electro-Plate, and
Glassware. Dining-room and other Furniture.

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BEST and CHEAPEST
8, QUEEN'S ROAD CENTRAL
Light opposite Robinson Piano Co.
Hongkong, 20th November, 1901.

LESSONS IN FRENCH

NEW and easy method of learning French
in a few months, mainly by conversation
by a Frenchman. Terms very moderate.
Also Lessons in English by a English Lady
B. H.
Care of Office of this Paper.
Hongkong, 23rd February, 1901. [2595]

KING, HORN & CO.,
COAL MERCHANTS & STEVEDORES
 Sole Agents for
KATSUNO COAL MINES.
 Will undertake the loading and discharging
 of Coal to and from steamers in Hongkong.
 Boats and Coolies are always ready.
 Nos. 15 & 17, LUNG YEE STREET WEST.
 Hongkong, 28th August, 1902. [2805.]

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TRAIT PAINTER, ETC.

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Large Selection of Views.

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23-3-1903

COLD STORAGE

THE HONGKONG ICE COMPANY, LTD.
have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sundays excepted, to receive and deliver perishable goods.
WM. PARLANE, Manager.
Hongkong, 18th November 1901.

HONGKONG STEAM

1. BOAT CO., LD., is prepared to supply
ANY QUANTITY of PURE FRESH
WATER to the Shipping, both for Deck and
Boilers.
Call Flag W.
J. W. KEW,
Manager,
20, Des Vaux Road.
Hongkong, 13th June, 1902. [165]

C. E. WARREN & C.
BUILDING CONTRACTORS,
10 E. F. B. B.

30, DRS VERT ROAD CENTRAL.

ALL Kinds of **SANITARY APPLI-
ANCES and DRAINAGE ACCES-
ORIES** Supplied and Fixed.

AGENTS FOR MOSAIC TILES. 181

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COUGH?

There is absolutely no remedy so speedy and effective. One Lozenge alone gives relief. Simple, but sure in action, they can be taken by the most delicate.

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KEATING'S COUGH LOZENGES. When you figure
 They at once check the cough and remove
 the cause. An enormous sale all over the
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SQUARE**

BATTLE WUN

STONES SQUARE BOTTLE WHISKY

THE WHISKY

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